



# JIFFY KIT

## SERVICE INSTRUCTION WORKSHEET

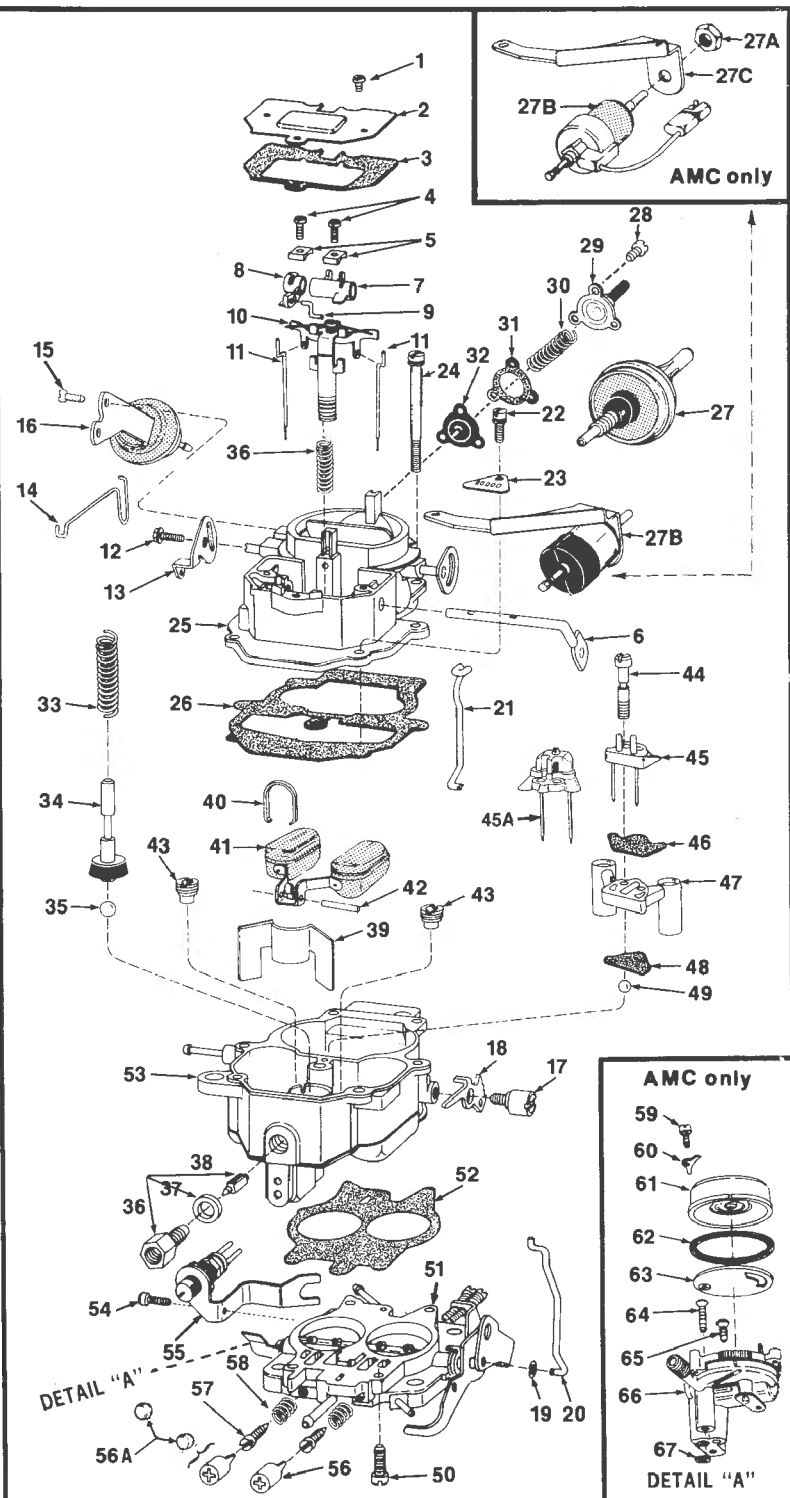
HYGRADE PRODUCTS DIVISION, STANDARD MOTOR PRODUCTS, Inc.

## TO REPAIR

CARTER CARBURETOR

2 BARREL - BBD 1 1/4 (LATE)

### TYPICAL ILLUSTRATION



DISASSEMBLY	DISASSEMBLY (Cont.)
1. Dust Cover Screw (3)	33. Plunger Spring
2. Dust Cover	34. Plunger Assembly
3. Dust Cover Gasket	35. Intake Check Ball (large)
4. Pump/Metering Rod Screws (2)	36. Seat
5. Pump/Metering Rod Washers (2)	37. Gasket Assembly
6. Pump Counter Shaft	38. Needle
7. Metering Rod Arm	39. Baffle
8. Pump Arm	40. Float Pin Retainer
9. Pump Link	41. Float (2)
10. Vacuum Piston Screw	42. Float Pin
10A. Vacuum Piston Spring	43. Main Metering Jet (2)
11. Metering Rod (2)	44. Venturi Screw (2)
12. Choke Shaft Lever Screw	45. Venturi Cover Assembly
13. Choke Shaft Lever	45A. Venturi Cover Assembly (Altitude)
14. Choke Pulloff Rod	46. Venturi Cover Gasket
15. Choke Pulloff Bracket Screw	47. Venturi Assembly
16. Choke Pulloff	48. Venturi Gasket
17. Fast Idle Cam	49. Check Ball (small)
18. Fast Idle Cam Retainer	50. Body Flange Screw (4)
19. Retainer	51. Body Flange
20. Throttle Connector Rod	52. Body Flange Gasket
21. Fast Idle Rod	53. Main Body Casting
22. Bowl Cover Screw (4)	54. E.G.R. Dump Valve Screw
23. Carburetor Tag I.D.	55. E.G.R. Dump Valve/Bracket
24. Bowl Cover & Bracket Screw (2)	56. Limiter Cap (2)
25. Bowl Cover	56A. Idle Mixture Screw Plug (2) (See Fig. J-Some Models)
26. Bowl Cover Gasket	57. Idle Mixture Screw (2)
27. Vacuum Throttle Positioner	58. Idle Mixture Spring (2)
27A. AMC: Solenoid	59. Thermostat Cover Screw (2)
27B. and Bracket	60. Thermostat Cover Retainer
27C. Assembly	61. Thermostat Cover
28. Idle Adjustment Screw (3)	62. Thermostat Cover Gasket
29. Idle Adjustment Cover	63. Baffle Plate
30. Idle Adjustment Spring	64. Choke Housing Screw (long)
31. Idle Adjustment Gasket	65. Choke Housing Screw (short)
32. Idle Adjustment Diaphragm	66. Choke Housing
	67. Choke Housing Gasket
ASSEMBLY (Cont.)	ASSEMBLY

### GENERAL INSTRUCTIONS

Follow step-by-step disassembly. Reassemble in reverse order. All references to specifications are found in the charts.

Cleaning must be done with carburetor disassembled. Soak parts in a good parts cleaner. Make certain the throttle bores are free of all carbon and grease deposits. Rinse in solvent. Use compressed air to clear out all passages. Do not soak rubber parts or float in solvent.

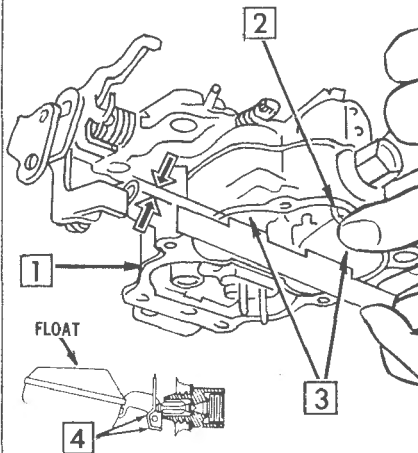
All adjustments are detailed in Adjustment Section.

**NOTE:** For some carburetors, specification data may not be available. Since the float level setting is an essential adjustment, it is recommended that float level setting be measured and recorded before dismantling the float assembly.

## ADJUSTMENT DATA

**FIG. A  
FLOAT LEVEL ADJUSTMENT**

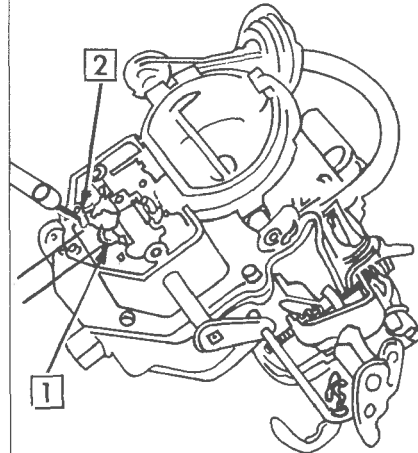
1. INVERT MAIN BODY SO THAT ONLY WEIGHT OF FLOATS IS FORCING NEEDLE AGAINST SEAT.
2. HOLD FINGER AGAINST RETAINER TO ASSURE PIN IS FULLY SEATED.
3. MEASURE FROM THE SURFACE OF THE FUEL BOWL TO THE CROWN OF EACH FLOAT.
4. TO ADJUST, BEND TAB ON FLOAT ARM.



**FIG. D  
BOWL VENT ADJUSTMENT**

NOTE: PUMP TRAVEL AND CURB IDLE SPEED MUST BE PROPERLY SET BEFORE MAKING THIS ADJUSTMENT.

1. MEASURE BETWEEN TOP OF BOWL VENT VALVE AND SEAT.
2. ADJUST TO SPECIFIED CLEARANCE BY BENDING THE BOWL VENT LEVER TAB.

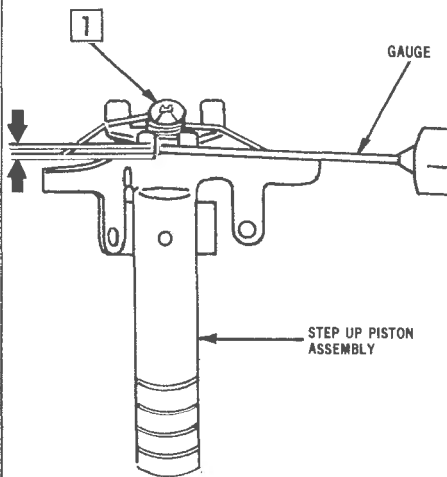


**FIG. B  
STEP-UP PISTON  
ADJUSTMENT**

**STEP 1 QUALIFYING SETTING  
(78-79 MODELS)**

NOTE: FOR THE FOLLOWING PROCEDURE, RECORD NUMBER OF SCREW TURNS AND DIRECTION TO OBTAIN FOLLOWING DIMENSION.

1. ADJUST GAP IN THE STEP-UP PISTON BY TURNING THE ADJUSTING SCREW TO OBTAIN SPECIFIED MEASUREMENT. INSTALL STEP-UP PISTON ASSEMBLY AND ROD LIFTER SCREW. PROCEED TO STEP II.

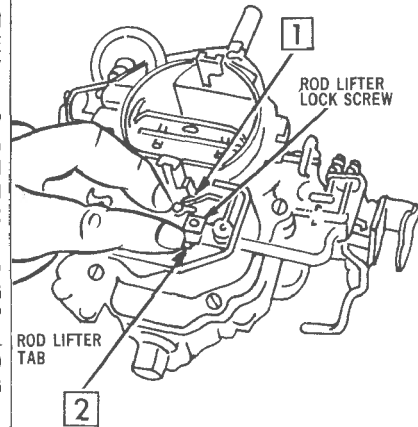


**TYPE I**

**STEP II VACUUM SETTING  
(ALL 79 AND EARLIER MODELS)**

NOTE: BACK OFF IDLE RPM SCREW UNTIL THROTTLE VALVES ARE COMPLETELY CLOSED.

1. FULLY DEPRESS STEP-UP PISTON WHILE HOLDING MODERATE PRESSURE ON ROD LIFTER TAB, THEN TIGHTEN ROD LIFTER SCREW.
2. RELEASE PISTON AND ROD LIFTER, RESET ADJUSTING SCREW ON TOP OF STEP-UP PISTON TO ITS ORIGINAL POSITION AS RECORDED EARLIER UNDER QUALIFYING SETTING.



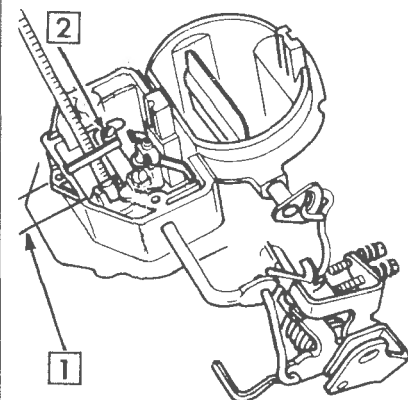
**TYPE II**

**FIG. C  
PUMP TRAVEL**

NOTE: PLACE PUMP LINK IN OUTER HOLE OF PUMP ARM AND TURN CURB IDLE SCREW TWO FULL TURNS CLOCKWISE AFTER IT JUST CONTACTS STOP. HOLD THROTTLE IN CLOSE POSITION.

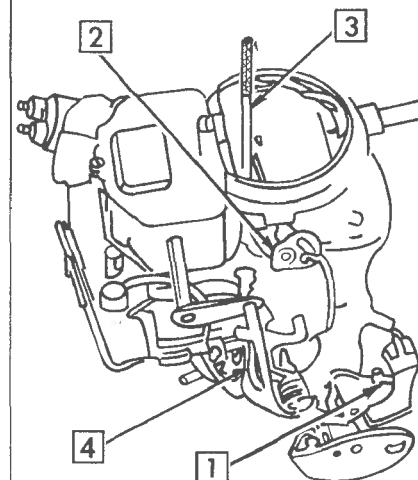
1. MEASURE FROM THE TOP OF ACCELERATOR PUMP SHAFT TO TOP OF BOWL COVER.
2. TO ADJUST, LOOSEN PUMP SHAFT LOCK SCREW AND ROTATE SLEEVE UNTIL PROPER DISTANCE IS OBTAINED.

CHRYSLER MODELS: IF PUMP TRAVEL IS CHANGED, BOWL VENT ADJUSTMENT MUST BE RESET.



**FIG. E  
UNLOADER**

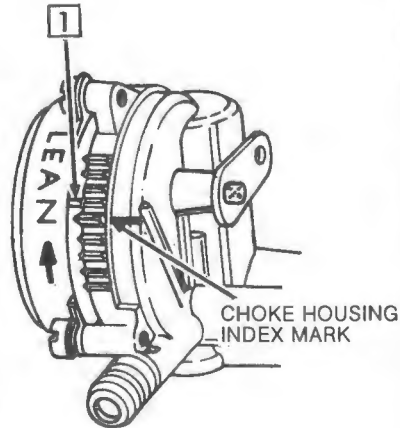
1. HOLD THROTTLE VALVE IN WIDE OPEN POSITION.
2. LIGHTLY CLOSE CONTROL LEVER TO MOVE CHOKE VALVE TOWARD CLOSED POSITION.
3. MEASURE BETWEEN TOP OF CHOKE VALVE AND AIR HORN WALL.
4. ADJUST BY BENDING TANG ON THROTTLE LEVER.



## ADJUSTMENT DATA (CONT'D)

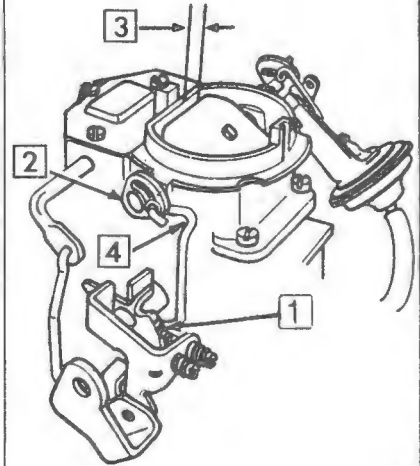
**FIG. F  
AUTO CHOKE**

1. ROTATE COVER  
AGAINST SPRING  
TENSION. ALIGN INDEX  
MARK TO SPECIFIED  
SETTING ON CHOKE  
HOUSING.



**FIG. H  
FAST IDLE LINK**

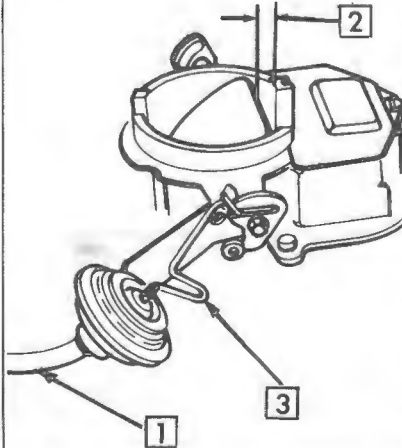
1. PLACE FAST IDLE SPEED  
SCREW ON APPROPRIATE  
STEP OF CAM.
2. MOVE CHOKE VALVE  
TOWARD CLOSED POSI-  
TION WITH LIGHT PRES-  
SURE ON CHOKE SHAFT  
LEVER.
3. MEASURE BETWEEN UPPER  
EDGE OF CHOKE VALVE  
AND INNER WALL OF AIR  
HORN.
4. TO ADJUST, BEND CHOKE  
LINK.



**FIG. G  
CHOKE DIAPHRAGM LINK  
(CHOKE PULL OFF)**

NOTE: AMER. MOTORS ONLY-  
ROTATE CHOKE COVER  
90° RICH.

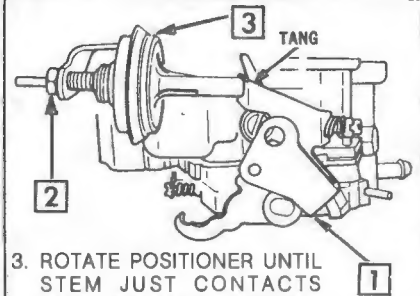
1. APPLY AT LEAST 15" OF  
VACUUM FROM AN EXTER-  
NAL SOURCE TO CHOKE  
DIAPHRAGM ASSEMBLY.
2. MEASURE AS SPECIFIED  
BETWEEN TOP EDGE OF  
CHOKE VALVE AND WALL  
OF AIR HORN.
3. TO ADJUST, BEND CHOKE  
LINK AS REQUIRED.



**FIG. I  
DASHPOT  
(VACUUM THROTTLE  
POSITIONER)**

NOTE: SOME MODELS USE  
VACUUM THROTTLE POSI-  
TIONER; OTHERS USE  
THROTTLE SOLENOID.  
REFER TO SHOP MANUAL  
OR ENGINE DECAL TO  
ADJUST THROTTLE  
SOLENOID.

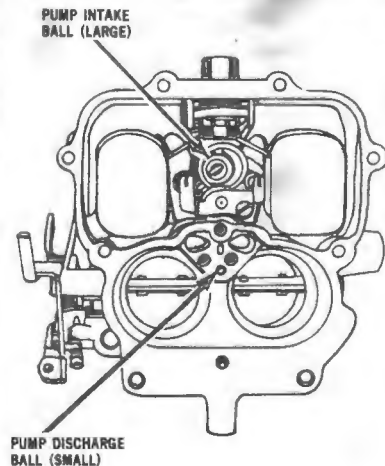
1. MANUALLY POSITION  
THROTTLE LEVER TO 2500  
RPM.
2. LOOSEN LOCK NUT.



3. ROTATE POSITIONER UNTIL  
STEM JUST CONTACTS  
TANG. RELEASE THROTTLE  
LEVER AND SLOWLY  
ROTATE POSITIONER TO  
DECREASE ENGINE SPEED  
UNTIL A SUDDEN DROP  
OCCURS (ABOVE 1000  
RPM). NOW TURN POSI-  
TIONER IN THE DECREAS-  
ING DIRECTION AN ADDI-  
TIONAL 1/4 TURN, AND  
TIGHTEN LOCK NUT.

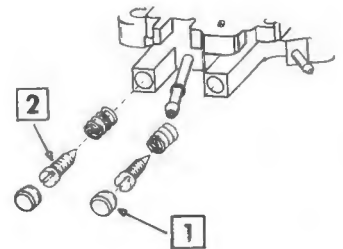
**PUMP CHECK BALL  
LOCATION**

NOTE: CHECK BALLS MUST BE  
INSTALLED IN THEIR PROPER  
LOCATIONS. FAILURE TO DO  
SO WILL CAUSE HARD START-  
ING AND OR INABILITY TO  
ACCELERATE.



**FIG. J  
REMOVAL OF IDLE  
MIXTURE PLUGS  
& SCREWS**

1. DRILL SMALL HOLE IN  
CENTER OF EACH PLUG.  
USE AN APPROPRIATE  
PULLER OR TOOL SUCH AS  
A BENT PICK TO REMOVE  
BOTH PLUGS.
2. TO REMOVE MIXTURE  
SCREWS, MARK POSITION  
THEN TURN IN TO SEAT  
LIGHTLY, TURN OUT  
COUNTING NUMBER OF  
TURNS TO INDEX MARK.  
RECORD & REMOVE.



## FOOTNOTES

1. Use Gauge Notch CT109-55.
2. Use Gauge Notch CT109-57.
3. Use Gauge Notch CT109-62.
5. Throttle fully closed.
6. California Setting 600 R.P.M.
7. AMC only with Idle speed set and throttle lever in Idle position push dashpot plunger into end of travel. Check clearance between throttle lever and end of plunger. Clearance must be as specified (see specification chart). To adjust, rotate dashpot in bracket.
8. Spring staged Choke Adjustment.
9. See Decal in Engine Compartment.
10. Automatically-Thermostatically controlled with fixed setting.
11. Adjust with Choke Valve wide open.

## ABBREVIATIONS

(A) or A/T	Automatic Transmission
(M) or M/T	Manual Transmission
A.C.	Air Condition
Cal.	California
Can.	Canada
C.A.P.	Clean Air Package
CI	Install rod in center of hole of throttle shaft and inner hole of pump lever.
CO	Install rod in center hole of throttle shaft and outer hole of pump lever.
C	Install rod in center of hole in throttle shaft.
E.C.S.	Emission Control System

Exc.	Except
H	Set Idle Speed screw on high cam.
I	Align Idle Speed screw with Index mark on cam.
L	Set Idle speed screw on low cam against shoulder of second.
M.D.	Medium Duty
M.H.	Motor Home
O	Install rod in outer hole of throttle shaft.
Reg.	Regular
S	Set Idle speed screw on second cam against shoulder of first.
w/o	Without

# SPECIFICATIONS BY APPLICATION

Year	MODEL	Float Level Fig. A	Step-Up Piston Adjust. Fig. B	Pump Travel Fig. C	Bowl Vent Fig. D	Un- loader Fig. E	Auto. Choke Setting Fig. F	Choke Diaph. Link Fig. G	Dash- pot Fig. I	Fast Link Fig. H	Throttle Valve Clear	Idle Speed	
												Hot	Fast

## CHRYSLER—Jiffy Kit #674A

1977	318 Eng.—Export —Export —Export	1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup>	— — —	1/2 1/2 1/2	— — —	9/32 9/32 9/32	— — —	9/64 — 9/64	— — See text	5/64 5/32 5/64 S	— — —	• • •	• • •
1976	318 Eng.—A.T.—Less Cal. Or Station Wagon —Cal. —Station Wagon —M.T.	1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup>	— — — —	1/2 1/2 15/32 1/2	— — — —	31/32 5/16 5/16 9/32	— — — —	5/64 7/64 7/64 1/8	See text See text See text See text	5/64 5/64 5/64 5/64 S	— — — —	750 750 750 750	1500 S 1500 S 1500 S 1500 S
1975	318 Eng.—A.T.—Less Cal. Or Can.—Early —Late —Cal. —A.T.—Can.; M.T. All	1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup>	— — — —	1/2 1/2 1/2 1/2	— — — —	5/16 5/16 5/16 9/32	— — — —	7/64 5/64 7/64 1/8	See text See text See text See text	5/64 S 5/64 S 5/64 S 5/64 S	— — — —	650 750 750 750	1500 S 1500 S 1500 S 1500 S

## DODGE—Jiffy Kit #674A

1977	318 Eng.—Export —Export	1/4 <sup>2</sup> 1/4 <sup>2</sup>	— —	1/2 1/2	— —	9/32 9/32	— —	9/64 —	— —	5/64 5/32	— —	• •	• •
1976	318 Eng.—A.T.—Less Cal. —Cal. —Reg. Fuel, Air Pump —M.T.	1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup>	— — — —	1/2 1/2 15/32 1/2	— — — —	31/32 5/16 5/16 9/32	— — — —	5/64 7/64 7/64 1/8	See text See text See text See text	5/64 5/64 5/64 5/64	— — — —	750 750 750 750	1500 S 1500 S 1500 S 1500 S
1975	318 Eng.—A.T.—Less Cal.—Early —Late —Cal. —M.T.; Can.—A.T.	1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup>	— — — —	1/2 1/2 1/2 1/2	— — — —	5/16 5/16 5/16 9/32	— — — —	7/64 5/64 7/64 1/8	See text See text See text See text	5/64 S 5/64 S 5/64 S 5/64 S	— — — —	650 750 750 750	1500 S 1500 S 1500 S 1500 S
1974	318 Eng.—A.T.—(Exc. Cal.—Late; Export) —(Cal.—Late; Export) —M.T.—(Exc. Export)— Carb. 6464, 6466 Carb. 8009 —(Export)	1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup>	— — — — — —	1/2 1/2 1/2 1/2 1/2 1/2	— — — — — —	9/32 9/32 9/32 9/32 9/32 9/32	— — — — — —	7/64 7/64 9/64 9/64 9/64 5/32	— — — — — —	3/32 3/32 3/32 3/32 3/32 3/32	— — — — — —	750 — — — — —	1500 — — — — —

## DODGE TRUCK—Jiffy Kit #674A

1979	318 Eng.—M.T.	1/4 <sup>2</sup>	—	1/2	—	5/16	—	5/64	See text	5/64	—	750	1500
1978	—A.T.—M.T.	1/4 <sup>2</sup>	—	1/2	—	5/16	—	5/64	See text	5/64	—	750	1500
1977	318 Eng.—A.T. —Can. —Calif. —M.T. —Can. —Calif. —High Altitude	1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup>	— — — — — — —	1/2 1/2 1/2 1/2 1/2 1/2 1/2	— — — — — — —	9/32 9/32 5/16 9/32 9/32 9/32 1/2	— — — — — — —	9/64 1/8 5/32 1/8 5/64 5/64 1/8	See text See text See text See text See text See text See text	5/64 5/64 5/64 5/64 5/64 5/64 5/64	— — — — — — —	750 750 750 750 750 750 750	1500 1500 1500 1500 1600 1500 1500
1976	318 Eng.—100-300 Series —A.T.—Carb. 6537 —Carb. 8081, 8108 —Carb. 8112 —Carb. 8113 —Carb. 8121 —Carb. 8146 —M.T.—Carb. 6536 —Carb. 8082, 8085 —Carb. 8115 —Carb. 8147 —500-600 Series	1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup>	— — — — — — — — — — — — —	1/2 1/2 1/2 1/2 1/2 1/2 1/2 1/2 1/2 1/2 1/2 1/2	— — — — — — — — — — — — —	9/32 5/16 5/16 5/16 5/16 9/32 9/32 9/32 9/32 5/16 9/32 9/32	— — — — — — — — — — — — —	7/64 5/32 7/64 1/8 1/16 1/16 5/32 5/64 1/8 1/16 — — —	— See text — — — — — See text See text See text — — —	3/32 5/64 S 1/16 1/16 1/16 1/16 3/32 5/64 S 1/16 1/16 1 1	— — — — — — — — — — — — —	— — 9 9 9 9 — — 9 9 — 700	— 1500 1500 1500 1500 1600 1600 1500 1500 1500 1500 1900
1975	318 Eng.—L.D.—(Exc. 100-300 Series—M.T.) —100-300 Series—M.T. 318-1 Eng.—M.D.—A.T.—Less Cal. Or Can. —Cal. —Can. —M.T.—Less Cal. Or Can. —Carb. 6536 —Carb. 8020 —Cal. or Can. 318-3 Eng.—H.D.—Less Cal. —Cal.	1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup>	— — — — — — — — — — — — —	1/2 1/2 1/2 1/2 1/2 1/2 1/2 1/2 1/2 1/2 1/2 1/2	— — — — — — — — — — — — —	5/16 5/16 9/32 5/16 5/16 9/32 9/32 9/32 9/32 9/32 9/32 9/32	— — — — — — — — — — — — —	1/8 7/64 7/64 1/32 5/64 5/32 1/8 1/8 — 7/64 — — —	See text See text — See text See text — See text See text — See text — — —	5/64 5/64 5/32 5/64 5/64 3/32 5/64 5/64 1 5/64 — — —	— — — — — — — — — — — — —	— — — — — — — — — — — — —	— — — — — — — — — — — — —
1974	318-1 Eng.—M.D.—(Exc. A.T.—Less Cal.) —A.T.—Less Cal. 318-3 H.D.; 361 Eng.	1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup>	— — —	1/2 1/2 1/2	— — —	9/32 9/32 9/32	— — —	5/32 7/64 —	— — —	3/32 3/32 1	— — —	— — 700	— — 1900 I

## PLYMOUTH—Jiffy Kit #674A

1977	318 Eng.—Export —Export	1/4 <sup>2</sup> 1/4 <sup>2</sup>	— —	1/2 1/2	— —	9/32 9/32	— —	9/64 —	— —	5/64 5/32	— —	• •	• •
1976	318 Eng.—A.T.—Less Cal. —Cal. —w/o Unleaded Fuel —M.T.	1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup>	— — — —	1/2 1/2 15/32 1/2	— — — —	31/32 5/16 5/16 9/32	— — — —	5/64 7/64 7/64 1/8	See text See text See text See text	5/64 5/64 5/64 S 5/64	— — — —	750 750 750 750	1500 S 1500 S 1500 S 1500 S
1975	318 Eng.—A.T.—Less Cal., Can.—Early; Export —Late; Export —Cal. —M.T.; Can.	1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup>	— — — —	1/2 1/2 1/2 1/2	— — — —	5/16 5/16 5/16 9/32	— — — —	1/64 5/64 7/64 1/8	See text See text See text See text	5/64 S 5/64 S 5/64 S 5/64 S	— — — —	650 750 750 750	1500 S 1500 S 1500 S 1500 S
1974	318 Eng.—A.T.—(Exc. Cal.—Late) —Cal.—Late —M.T.—Less Cal. —Cal.	1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup> 1/4 <sup>2</sup>	— — — —	1/2 1/2 1/2 1/2	— — — —	9/32 9/32 9/32 9/32	— — — —	7/64 7/64 9/64 9/64	— — — —	3/32 3/32 3/32 3/32	— — — —	750 — 750 —	1500 — 1700 —

# SPECIFICATIONS BY APPLICATION

Year	MODEL	Float Level Fig. A	Step-Up Piston Adjust. Fig. B	Pump Travel Fig. C	Bowl Vent Fig. D	Un-loader Fig. E	Auto. Choke Setting Fig. F	Choke Diaph. Link Fig. G	Dash-pot Fig. I	Fast Link Fig. H	Throttle Valve Clear	Idle Speed	
												Hot	Fast

## AMC—Jiffy Kit -918A

1980	258 Eng.—A.T.—Fed.	1/4 <sup>2</sup>	1/32	15/32	—	9/32	2 Rich	1/8	—	3/32	—	600	1850
1979	258 Eng.—A.T.	1/4 <sup>2</sup>	1/32	15/32	—	9/32	1 Rich	9/64	—	7/64	—	700	1600
	—M.T.—High Altitude	1/4 <sup>2</sup>	1/32	33/64	—	9/32	1 Rich	5/32	—	7/64	—	*	1500
	—A.T.—Calif.	1/4 <sup>2</sup>	1/32	15/32	—	9/32	1 Rich	9/64	—	7/64	—	*	1600
	—A.T.—High Altitude	1/4 <sup>2</sup>	1/32	17/32	—	9/32	1 Rich	5/32	—	7/64	—	*	1600
1978	258 Eng.—A.T.	1/4 <sup>2</sup>	3/64	1/2	—	9/32	Index	5/32	—	7/64	—	700	1600
	—M.T.	1/4 <sup>2</sup>	3/64	33/64	—	9/32	1 Rich	1/8	—	3/32	—	750	1500
1977	258 Eng.—A.T.—Less Cal.	1/4 <sup>2</sup>	1/32	1/2 <sup>5</sup>	—	9/32	2 Rich	5/32	7/64 <sup>7</sup>	1/8	—	600	1600
	—Cal.	1/4 <sup>2</sup>	1/32	1/2 <sup>5</sup>	—	9/32	2 Rich	5/32	7/64 <sup>7</sup>	7/64	—	700	1600
	—M.T.	1/4 <sup>2</sup>	1/32	1/2 <sup>5</sup>	—	9/32	1 Rich	1/8	7/64 <sup>7</sup>	3/32	—	600	1500
1976	258 Eng.—A.T.	1/4 <sup>2</sup>	3/64	1/2 <sup>5</sup>	—	1/4	2 Rich	1/8	7/64 <sup>7</sup>	3/32 S	—	700 <sup>7</sup>	1700
	—M.T.	1/4 <sup>2</sup>	3/64	1/2 <sup>5</sup>	—	1/4	1 Rich	1/8	7/64 <sup>7</sup>	3/32 S	—	850	1700

## JEEP—Jiffy Kit -918A

1980	258 Eng.—A.T.—Fed.	1/4 <sup>2</sup>	1/32	15/32	—	9/32	2 Rich	1/8	—	3/32	—	600	1850
1979	258 Eng.—A.T.—M.T.	1/4 <sup>2</sup>	1/32	7/16	—	9/32	2 Rich	1/8	—	3/32	—	750	1700
	—A.T.	1/4 <sup>2</sup>	1/32	15/32	—	9/32	1 Rich	9/64	—	7/64	—	700	1600
	—M.T.	1/4 <sup>2</sup>	1/32	33/64	—	9/32	1 Rich	5/32	—	7/64	—	750	1500
	—A.T.—Calif.	1/4 <sup>2</sup>	1/32	15/32	—	9/32	1 Rich	9/64	—	7/64	—	700	1600
	—M.T.—Calif.	1/4 <sup>2</sup>	1/32	33/64	—	9/32	1 Rich	5/32	—	7/64	—	750	1500
1978-77	258 Eng.	1/4	1/32	7/16	—	9/32	2 Rich	9/64	—	3/32	—	650	1650

## CHRYSLER—Jiffy Kit -927A

1978	225 Eng.—A.T.	1/4 <sup>2</sup>	1/32	1/2	5/64	9/32	—	3/32	—	5/64	—	*	1600
	—M.T.	1/4 <sup>2</sup>	1/32	1/2	5/64	9/32	—	7/64	—	5/64	—	*	1500
	318 Eng.—A.T.	1/4 <sup>2</sup>	1/32	1/2	5/64	9/32	—	9/64	—	5/64	—	*	1500
	—M.T.	1/4 <sup>2</sup>	1/32	1/2	5/64	9/32	—	5/32	—	5/64	—	*	1400
1977	225 Eng.—A.T.	1/4 <sup>2</sup>	See Fig. 2	15/32	—	9/32	—	7/64	—	5/64	—	750	1600
	—Calif.	1/4 <sup>2</sup>	See Fig. 2	15/32	—	9/32	—	1/8	—	5/64	—	850	1700
	—M.T.	1/4 <sup>2</sup>	See Fig. 2	15/32	—	9/32	—	3/32	—	5/64	—	750	1600
	—Calif.	1/4 <sup>2</sup>	See Fig. 2	15/32	—	9/32	—	1/8	—	5/64	—	800	1600
	318 Eng.—A.T. # (8126S)	1/4 <sup>2</sup>	See Fig. 2	15/32	—	5/16	—	7/64	—	5/64	—	850	1500
	# (8094S)	1/4 <sup>2</sup>	See Fig. 2	1/2	—	5/16	—	5/64	—	5/64	—	700	1400
	—Calif.	1/4 <sup>2</sup>	See Fig. 2	15/32	—	5/16	—	7/64	—	5/64	—	850	1500
	—M.T.	1/4 <sup>2</sup>	See Fig. 2	15/32	—	5/16	—	1/8	—	5/64	—	700	1400

## DODGE—Jiffy Kit -927A

1979	225 Eng.—A.T. # (8198-8199)	1/4 <sup>2</sup>	1/32	1/2	5/64	9/32	—	3/32	—	5/64	—	*	1600
1978	225 Eng.—A.T.	1/4 <sup>2</sup>	1/32	1/2	5/64	9/32	—	3/32	—	5/64	—	*	1600
	—M.T.	1/4 <sup>2</sup>	1/32	1/2	5/64	9/32	—	7/64	—	5/64	—	*	1500
	318 Eng.—A.T.	1/4 <sup>2</sup>	1/32	1/2	5/64	9/32	—	9/64	—	5/64	—	*	1500
	—M.T.	1/4 <sup>2</sup>	1/32	1/2	5/64	9/32	—	5/32	—	5/64	—	*	1400
1977	225 Eng.—A.T.	1/4 <sup>2</sup>	See Fig. 2	15/32	—	9/32	—	7/64	—	5/64	—	750	1600
	—Calif.	1/4 <sup>2</sup>	See Fig. 2	15/32	—	9/32	—	1/8	—	5/64	—	850	1700
	—M.T.	1/4 <sup>2</sup>	See Fig. 2	15/32	—	9/32	—	3/32	—	5/64	—	750	1600
	—Calif.	1/4 <sup>2</sup>	See Fig. 2	15/32	—	9/32	—	1/8	—	5/64	—	800	1600

## DODGE TRUCK—Jiffy Kit -927A

1979	225 Eng.—A.T.—Calif.	1/4 <sup>2</sup>	See Fig. 2	1/2	—	9/32	—	7/64	—	5/64	—	800	1400
	—M.T.—Calif.	1/4 <sup>2</sup>	See Fig. 2	1/2	—	9/32	—	7/64	—	5/64	—	800	1600
	318 Eng.—A.T.	1/4 <sup>2</sup>	See Fig. 2	1/2	—	9/32	—	7/64	—	5/64	—	680	1500
	—M.T.	1/4 <sup>2</sup>	See Fig. 2	1/2	—	9/32	—	7/64	—	5/64	—	680	1400
1978	225 Eng.—A.T. & M.T.	1/4 <sup>2</sup>	1/32	1/2	—	9/32	—	1/8	—	5/64	—	*	1500
	—Calif.	1/4 <sup>2</sup>	1/32	1/2	—	9/32	—	1/8	—	5/64	—	*	1500
	318 Eng.—A.T.	1/4 <sup>2</sup>	1/32	1/2	—	5/16	—	7/64	—	5/64	—	*	1500
	—M.T.	1/4 <sup>2</sup>	1/32	1/2	—	5/16	—	7/64	—	5/64	—	*	1500
1977	225 Eng.—A.T. & M.T.	1/4 <sup>2</sup>	1/32	1/2	—	3/8	—	3/32	—	5/64	—	*	1500

## PLYMOUTH—Jiffy Kit -927A

1979	225 Eng.—A.T. # (8198-8199)	1/4 <sup>2</sup>	1/32	1/2	5/64	9/32	—	3/32	—	5/64	—	*	1600
1978	225 Eng.—A.T.	1/4 <sup>2</sup>	1/32	1/2	5/64	9/32	—	3/32	—	5/64	—	*	1600
	—M.T.	1/4 <sup>2</sup>	1/32	1/2	5/64	9/32	—	7/64	—	5/64	—	*	1500
	318 Eng.—A.T.	1/4 <sup>2</sup>	1/32	1/2	5/64	9/32	—	9/64	—	5/64	—	*	1500
	—M.T.	1/4 <sup>2</sup>	1/32	1/2	5/64	9/32	—	5/32	—	5/64	—	*	1400
1977	225 Eng.—A.T.	1/4 <sup>2</sup>	See Fig. 2	15/32	—	9/32	—	7/64	—	5/64	—	750	1600
	—Calif.	1/4 <sup>2</sup>	See Fig. 2	15/32	—	9/32	—	1/8	—	5/64	—	850	1700
	—M.T.	1/4 <sup>2</sup>	See Fig. 2	15/32	—	9/32	—	3/32	—	5/64	—	750	1600
	—Calif.	1/4 <sup>2</sup>	See Fig. 2	15/32	—	9/32	—	1/8	—	5/64	—	800	1600

## AMC—Jiffy Kit #1207A

1980	258 Eng. All A.T.	1/4 <sup>2</sup>	1/32	33/64	—	9/32	2 Rich	9/64	See Text	3/32	—	600	1850
	—M.T.	1/4 <sup>2</sup>	1/32	33/64	—	9/32	1 Rich	5/32	See Text	3/32	—	700	1700